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**Consult WANTS in To-day's Bulletin****DIGGING THE BIG DITCH****Present Congress Will Enable Start-**  
**ing Up the Work.****Harris Talks of the Prospects—Europe Will No**  
**Be Able to Stop the Americans—Increase**  
**in the Coast Line—Money to Be Had.**

Washington, Jan. 28.—Senator Morgan, chairman of the Senate Committee on Inter-Oceanic Canals, will return from Alabama the latter part of this week, when a meeting of the committee will be called to arrange a program for the conduct in the Senate of the bill for the construction of the Nicaragua Canal. Senator Harris of Kansas, the second member of the committee, looks for the prompt passage of the bill through the Senate. Discussing the subject tonight, Mr. Harris said:

I notice that some of the friends of the canal have taken alarm at the action of the House Committee in reducing the appropriation for the prosecution of this work to \$10,000,000. No man who knows anything of my records on this question can doubt my friendship for the Isthmian Canal, and I wish to say that the reduction of this appropriation does not necessarily militate against the prosecution of this great work. As a matter of fact it would be impossible during the first year or two to expend more than \$10,000,000 annually. Of course, it would be within the power of a future Congress to stop such appropriations, just as it would be within the power of a future Congress to stop the expenditure of what remained of the total appropriation if we appropriated it all outright. On that subject, however, I wish to emphasize this point: Let this bill be enacted and the United States Government turn up the first bit of earth, and the American people would not tolerate anything that looked like a cessation of the work. There need be no alarm about the appropriations; they will be made as regular as the annual appropriations for the improvement of the Mississippi river, which is under this same continuous contract system.

"Is it true," the Senator was asked, "that the Huntington interests which fought the bill so bitterly in the past are now favorable to the construction of the canal as reported by some members of Congress?" The Senator answered:

"All I know of that is what I have seen in the papers. I have personally witnessed no evidence of a change of heart on the part of the interests that represent the Southern Pacific Railroad. That road and the people who control it have fought the canal proposition so bitterly that I should be inclined to view this announced change of attitude with some suspicion. It would be pleasant to know that these people realize that they cannot stem the current of popular demand, but I am not prepared to believe all I hear in that direction."

"There has been a great deal of talk in Congress recently about ship subsidies. The American people ought to know that one of the greatest ship subsidies that can be granted and one of the best inducements to the building up of a great American merchant marine, is the construction of this canal, which will extend our coastwise trade enormously. The canal will simply extend our coast line. With that canal cut through, American lines of coastwise steamers can begin at San Juan, Porto Rico, work over to New York and Boston, ply down the coast to the Gulf ports, pass through the canal up the Pacific Coast to San Francisco, Oregon and Washington ports, and then to Honolulu."

Every shipmaster, every man engaged in the building of vessels, every seaman, every workman in our shipyards, every business man who has to pay transportation charges and every consumer in the whole United States is vitally interested in that question, for it means to him increased business, more work and cheaper commodities. If this Government is to maintain the Philippines as a possession, and that seems to be the Government's policy, then the canal becomes a military necessity for reasons that did not, possibly, exist four years ago. I look for a vote overwhelmingly in favor of its construction in both Houses of Congress."

When asked if he thought objections would be interposed by either Great Britain, on account of the Clayton-Bulwer treaty, or by Costa Rica or Nicaragua, Mr. Harris said:

"I anticipate no trouble on that score, and I have endeavored to look into this phase of the question as thoroughly as possible. I am certain, from all that I can hear, the Great Britain will not invoke the Clayton-Bulwer treaty as a possible bar to our going ahead with this canal. British commerce would be aided vastly by the work and Great Britain knows she can never build the canal or have a voice in it. I have likewise the best of reasons for saying that Costa Rica and Nicaragua will extend a friendly hand to this Government and negotiate the proper sort of treaty with us. While we would not nor could not enter into any alliance with those States, it goes without saying that with an American canal through their territory, the United States would stand ready at all times as against any enemy of those States to maintain their independence. The canal would give these two small nations a standing which alone they could not maintain."

Senator Harris' confidence in the friendly attitude of the two Central American governments is probably due to personal information which he does

not give out. It is known, however, that when President Iglesias of Costa Rica was in this country Senator Harris had a long conference with him on the canal subject and was favorably impressed with what that ruler told him respecting his own feelings in the matter and the sentiments of the people of Costa Rica and Nicaragua.

The Isthmian Canal bill will probably not be called up in the Senate until after the 15th of next month, upon which day the vote is to be taken on the Currency bill. There will probably be few speeches, because the proposition has been freely discussed during the past.

**MISSIONARY CAPTAIN DEAD.**

San Francisco, Jan. 30.—One of the best known captains in the Southern Seas lost his life on the front yesterday. Captain Henry Wohler of the missionary schooner La Croix du Sud (Southern Cross) was asphyxiated in the lodging house at 48 East street, and although he was taken to the harbor hospital as soon as possible, he had not even a fighting chance for life. Drs. Dorr and Davis made a most careful examination of the body, but there was not a trace of life.

Captain Wohler arrived here from Tahiti on the French mail boat City of Papeete on the 23d inst. He was accompanied by Paul Welle and three native Tahitians who were to man the La Croix du Sud. The vessel had been contracted for by the missionaries who work among the Marquesas, Caroline and Tahiti group and when the news reached Papeete that Matthew Turner, the builder, was ready to deliver her to an accredited agent, Captain Wohler was sent here to bring her down to the islands. On his arrival here Captain Wohler went to live at 48 East street, in order to be near his schooner.

On Sunday he was around the front with Paul Welle and he then stated to some friends that he was going to start for Tahiti next Thursday. Early in the evening he went to bed, and upon retiring he must have turned out the gas and turned it on again. The only illuminant in Tahiti is coal oil, and as Captain Wohler has not been away from the Southern Seas for many years he had probably forgotten all he ever knew about the deadly carbon monoxide. He leaves four children in Tahiti to mourn his loss. Captain Wohler was the pilot of the United States Fish Commission's schooner Albatross during her cruise among the islands of the Southern Seas.

Fish Inspector B. D. Smith has come across some very curious and beautiful fish lately which he is being packed by KING ROSS, artist. A very peculiar fish is on view in KING ROSS.

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